

BookletChart™



Intracoastal Waterway – Apalachicola Bay to Lake Wimico

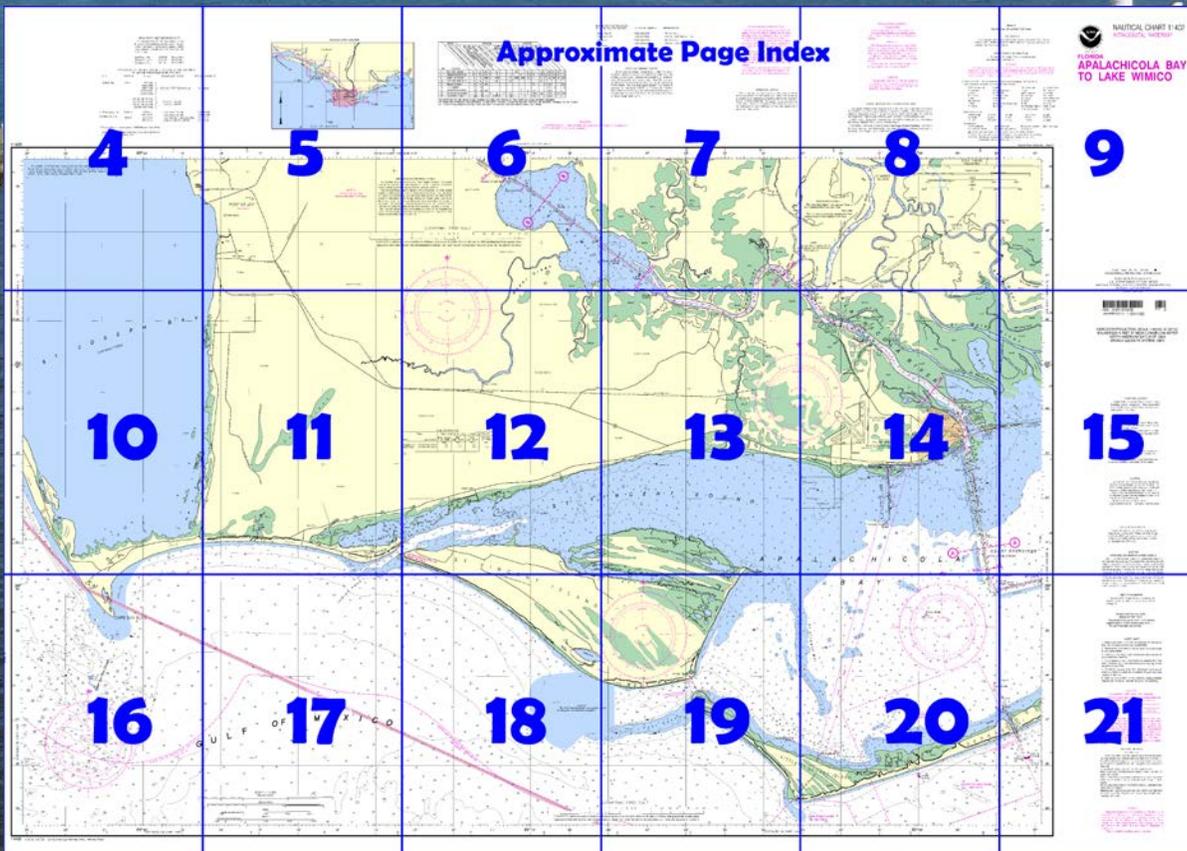
NOAA Chart 11402

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

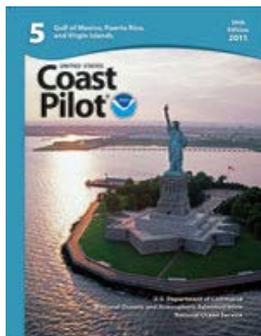
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11402>



[Coast Pilot 5, Chapter 9 excerpts].
St. George Island and Little St. George Island, the S boundary of Apalachicola Bay, extend 24 miles W from East Pass. The islands are densely wooded except the E end of St. George Island, which is a low and barren spit. A marked channel leads to the town of **Eastpoint**, 1 mile NE of Cat Point. The controlling depths were 5 feet in the entrance channel, thence 3 feet in the W arm of the channel paralleling the shore at Eastpoint and 2½ feet in the E arm.

Detached breakwaters parallel the E and W arms of the channel. A bridge-causeway extends from Cat Point to St. George Island. The fixed span over the waterway has a clearance of 50 feet.

Bulkhead Shoal, which extends from Cat Point S to Bulkhead Point on St. George Island, marks the dividing line between St. George Sound and Apalachicola Bay. The Intracoastal Waterway has been dredged through this shoal. An overhead power cable with a clearance of 40 feet crosses along the shoal, but is submerged at the waterway channel.

Apalachicola is on the N shore of Apalachicola Bay at the mouth of the Apalachicola River. The principal industries are fishing and oystering. Waterborne commerce consists of petroleum products, chemicals, fertilizer products, sand, gravel, cement, liquid and dry sulfur, grain, feeds, and logs. The port is the gateway for the extensive river systems of the Chattahoochee and Flint Rivers. The Intracoastal Waterway enters Apalachicola River, passes the town, and then continues W through Jackson River.

Prominent features.—An abandoned lighthouse (29°35.2'N., 85°02.8'W.), on the SW tip of Little St. George Island, is the most conspicuous object in the West Pass area. From inside the pass on the approach to Apalachicola, the water tank, several microwave and radio towers, and the highway bridges are prominent.

Dangers.—A fan-shaped test firing area, marked by unlighted buoys, is centered about 4 miles S of the abandoned lighthouse on Little St. George Island.

Channels.—The main entrance to Apalachicola Bay is through **Government Cut** (also known as **Bob Sikes Pass** a dredged cut between St. George and Little St. George Islands from the Gulf into the bay about 4.9 miles E of the abandoned lighthouse. The entrance to the cut is protected by twin jetties. The controlling depth was 1.4 feet (1.9 feet at midchannel). The channel is marked by lighted buoys, a lighted range, and daybeacons.

Dangers.—A fan-shaped test firing area, marked by unlighted buoys, is centered about 4 miles S of the abandoned lighthouse on Little St. George Island. (See **334.650**, chapter 2, for limits and regulations.)

Dangers.—A **restricted area of Tyndall Air Force Base** is close W of Government Cut. (See **334.670**, chapter 2, for limits and regulations.)

Caution.—The Apalachicola River entrance lighted range is partly obstructed by the highway bridge. The front range is a flashing light suspended below the bridge deck in the third bent W of the swing span and is difficult to see from the channel entrance. The rear range shows above the bridge deck, but may be difficult to identify in the daytime if vessels with tall masts are docked at the wharves north of the bridge. On the sides of the channel are ruins of wooden jetties extending 2 miles S of the highway bridge.

Pilotage.—Pilots are not available, but local fishing guides can be hired as pilots for the adjacent waters and the Gulf.

There is a public hospital in Apalachicola.

Agricultural quarantine officials are stationed in Pensacola. (See Appendix A for address.)

Note: Mariners are required by the U.S. Army Corps of Engineers to contact Panama City area office by telephone (904-785-5881) for controlling depths and river channel conditions before entering the Apalachicola, Chattahoochee, and Flint Rivers system. Failure to comply with this requirement will result in the Corps of Engineers refusing to permit completion of passage by any tow in violation

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

(504) 589-6225

New Orleans, LA

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Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

11402



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - INTRACOASTAL WATERWAY

APALACHICOLA BAY TO LAKE WIMICO

Mercator Projection
Scale 1:40,000 at Lat. 29°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in foot above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and cables and submarine pipeline and cables are shown as:
— — — — — Pipeline Area
— — — — — Cable Area
Additional uncharted submarine cables may exist within this chart. Not all submarine pipeline cables are required to be those that were originally buried and become exposed. Mariners should caution when operating vessels in water comparable to their draft in pipelines and cables may exist anchoring, dragging, or trawling. Covered wells may be marked unlighted buoys.

S T J O S E P H B A Y

(use chart 11393)

Marsh

Blacks I

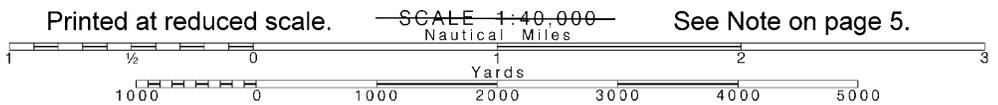
Conch I

Old Lake Bay

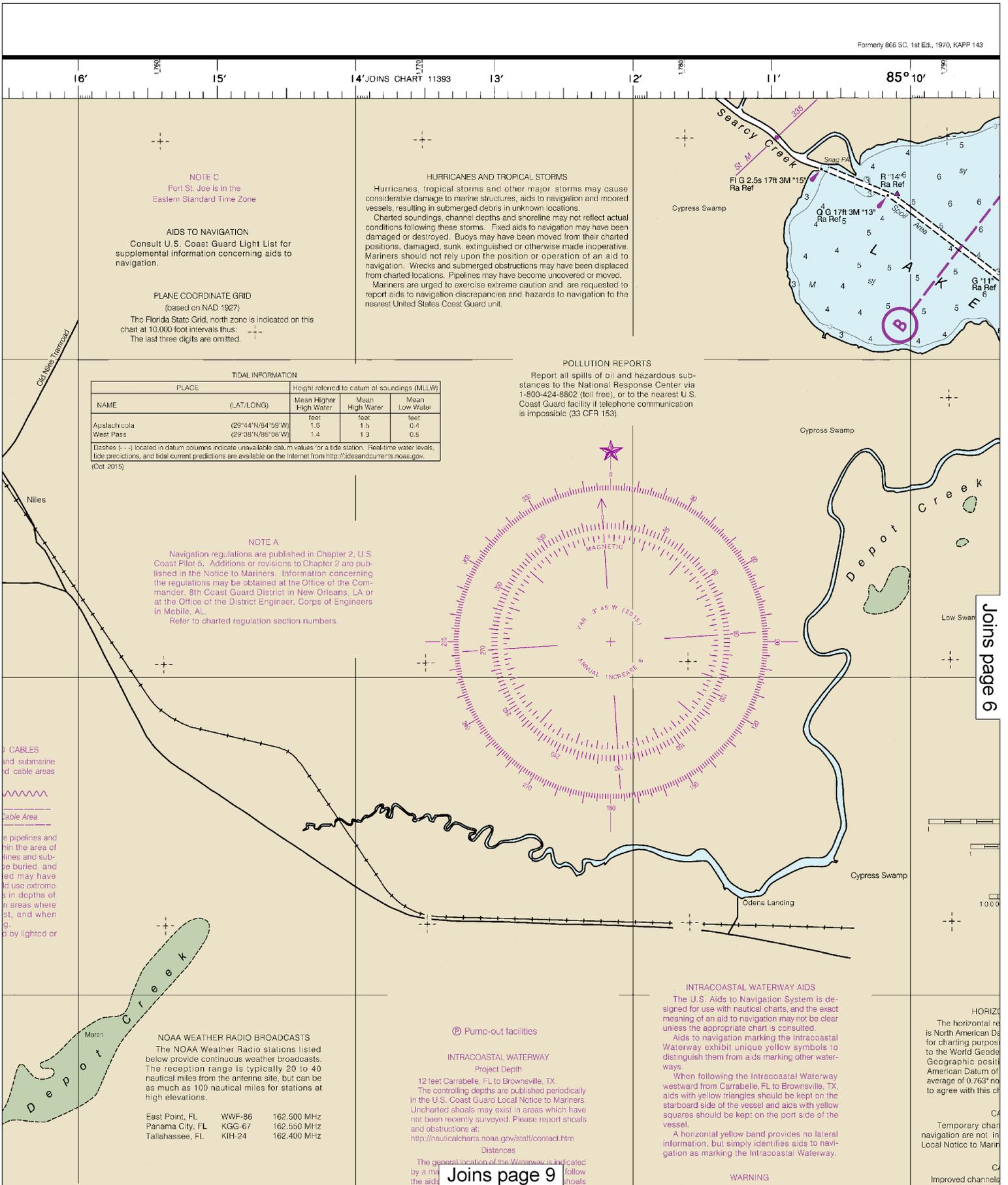
Joins page 8

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

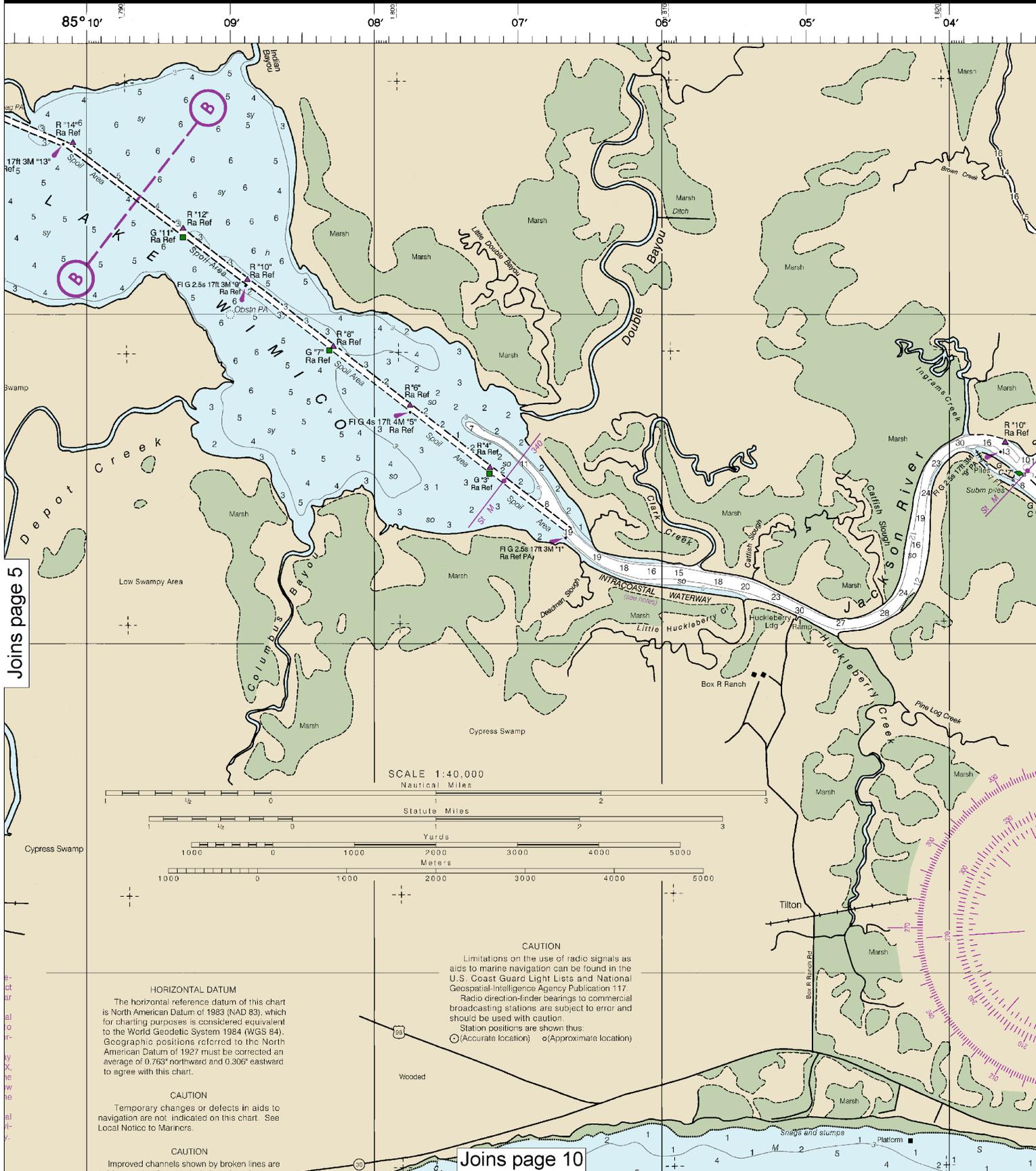


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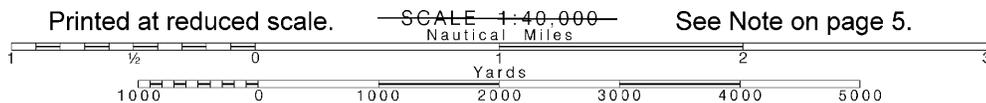
Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





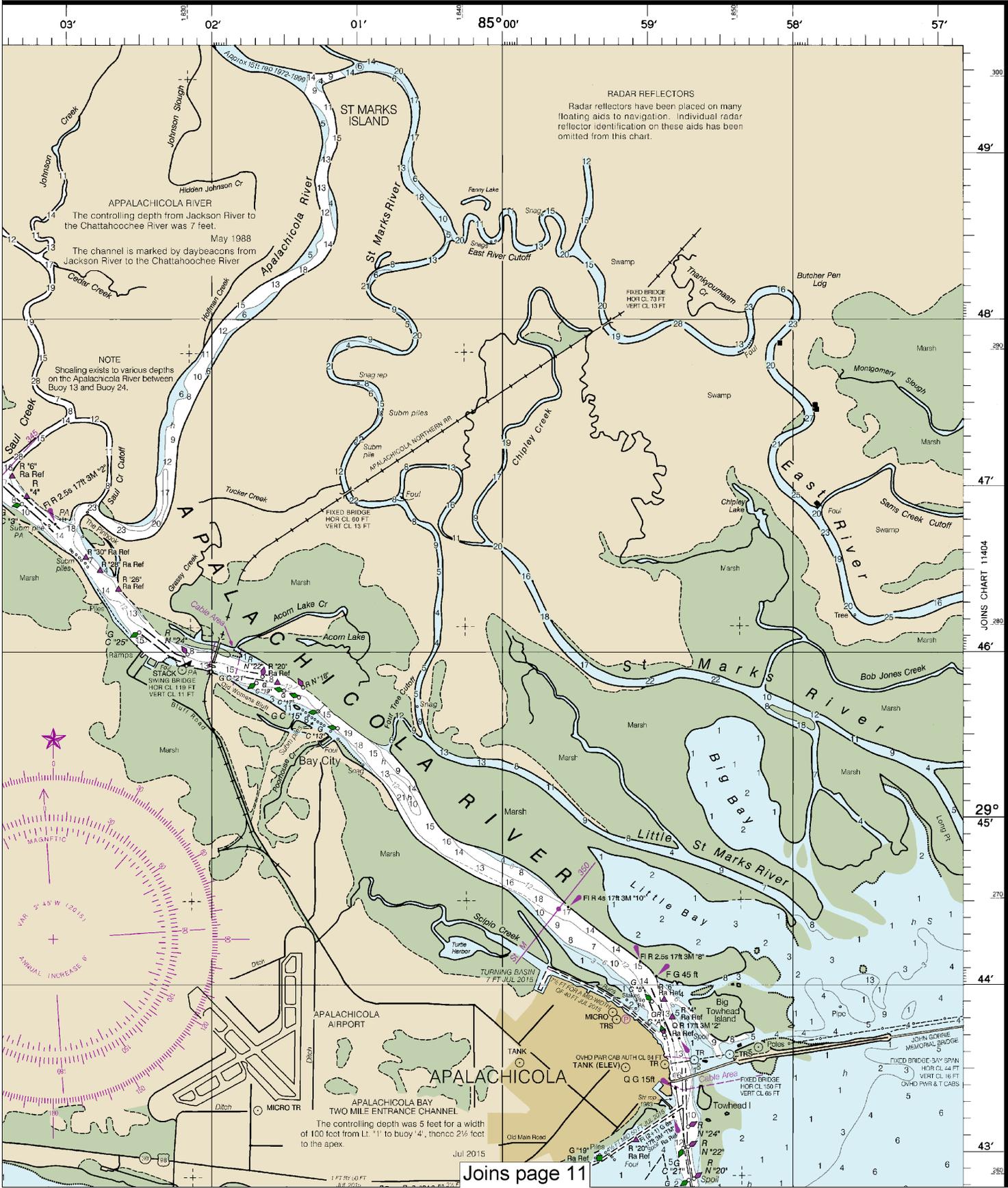
Note: Chart grid lines are aligned with true north.



See Note on page 5.

SOUNDINGS IN FEET

11402

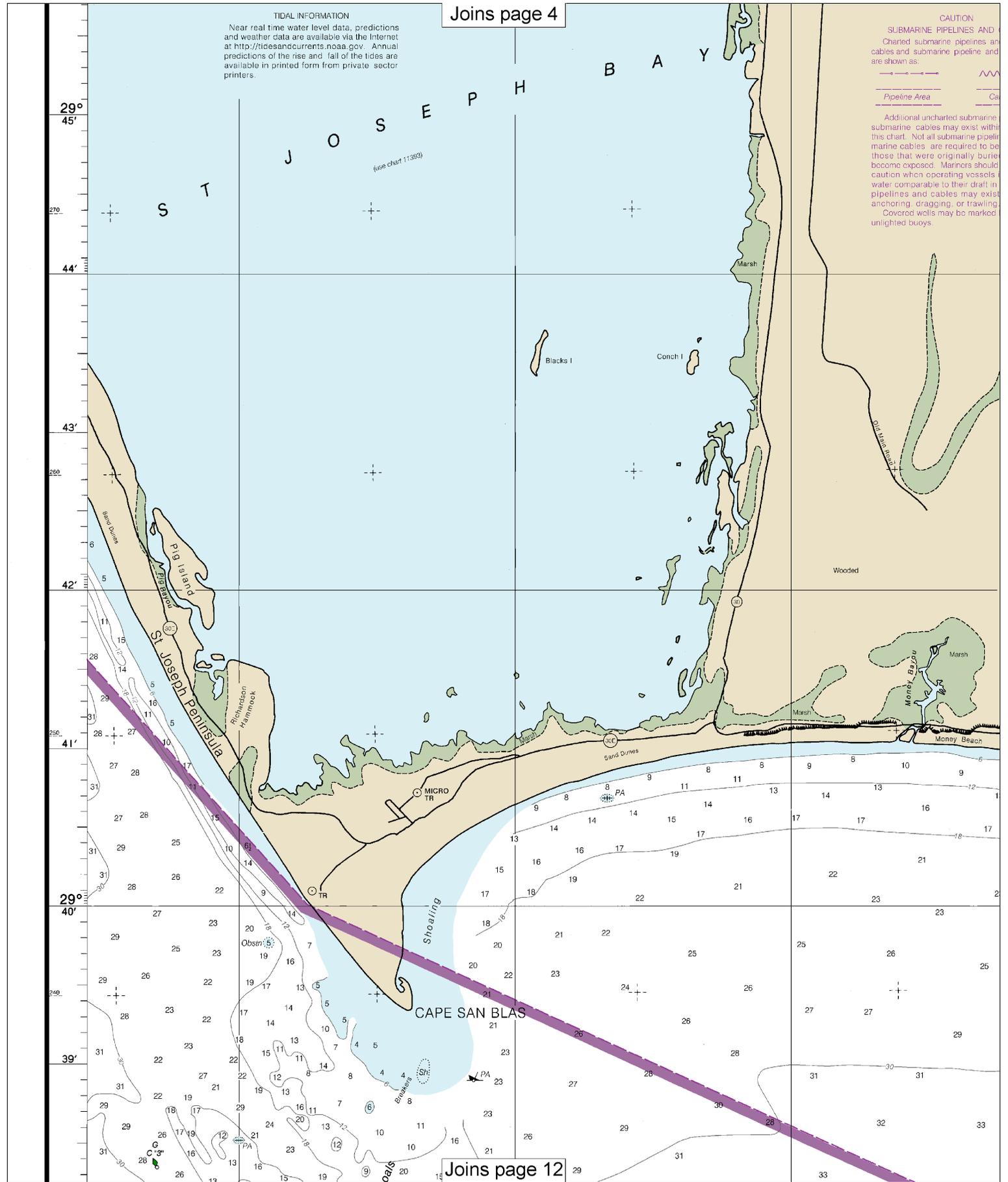


JOINS CHART 11404

Joins page 11

23rd Ed., Jan. 2015. Last Correction: 12/2/2016. Cleared through:
 LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)



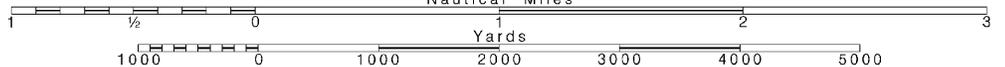


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



CABLES and submarine cable areas

Cable Area

pipelines and ... the area of ... lines and sub- ... be buried, and ... ed may have ... d use extroms ... s in depths of ... n areas where ... st, and when ... g, ... by lighted or

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

East Point, FL	WWF-86	162.500 MHz
Panama City, FL	KGG-67	162.550 MHz
Tallahassee, FL	KIH-24	162.400 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Pump-out facilities

INTRACOASTAL WATERWAY

Project Depth
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at: <http://nauticalcharts.noaa.gov/staff/contact.htm>
Distances
The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.
Mitigation distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA and are indicated thus: ————
One Statute Mile equals 0.87 Nautical Miles.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL

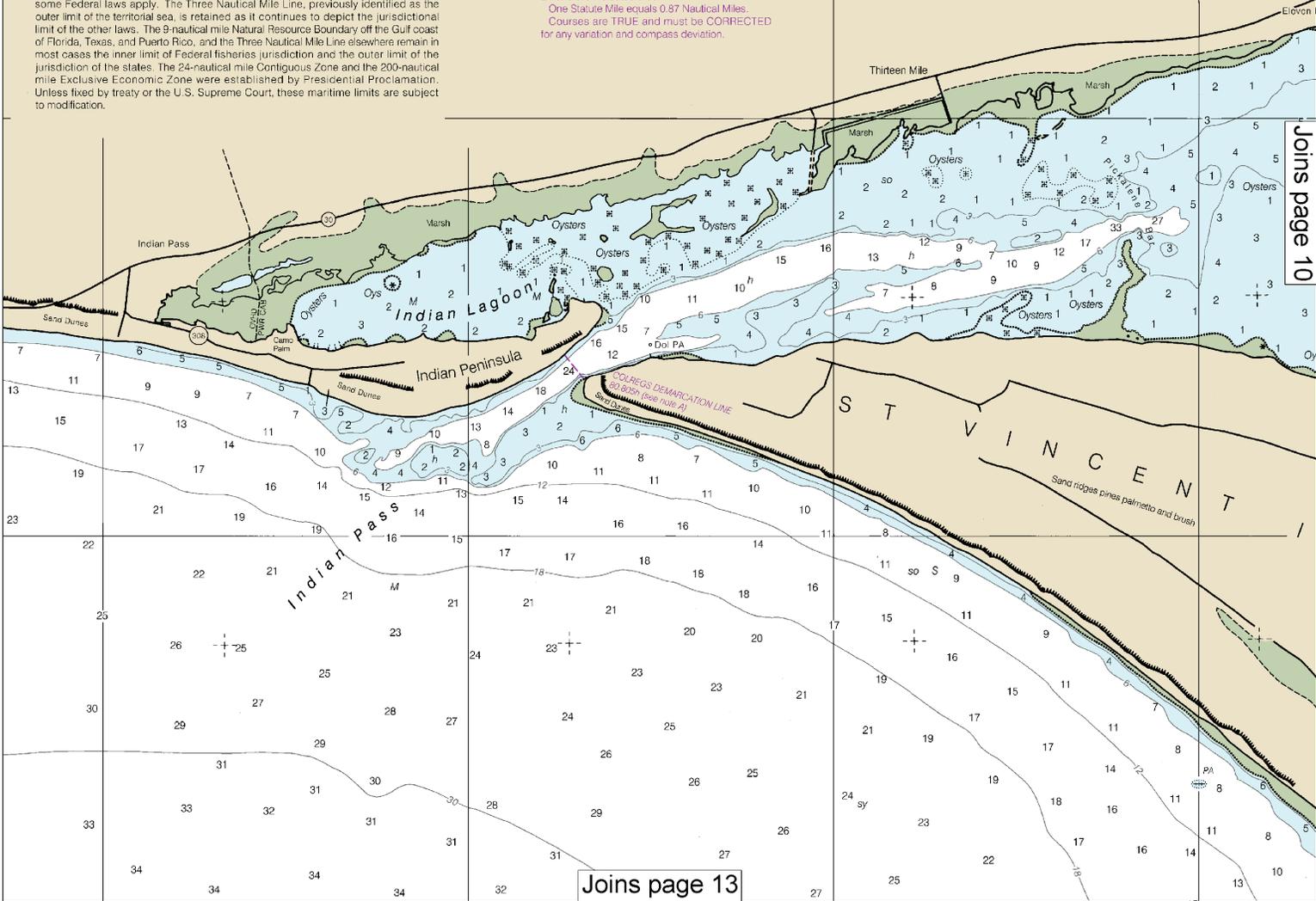
The horizontal reference is North American Datum for charting purposes to the World Geodetic System 1984 datum. The Geographic position is American Datum of average of 0.763" north to agree with this chart.

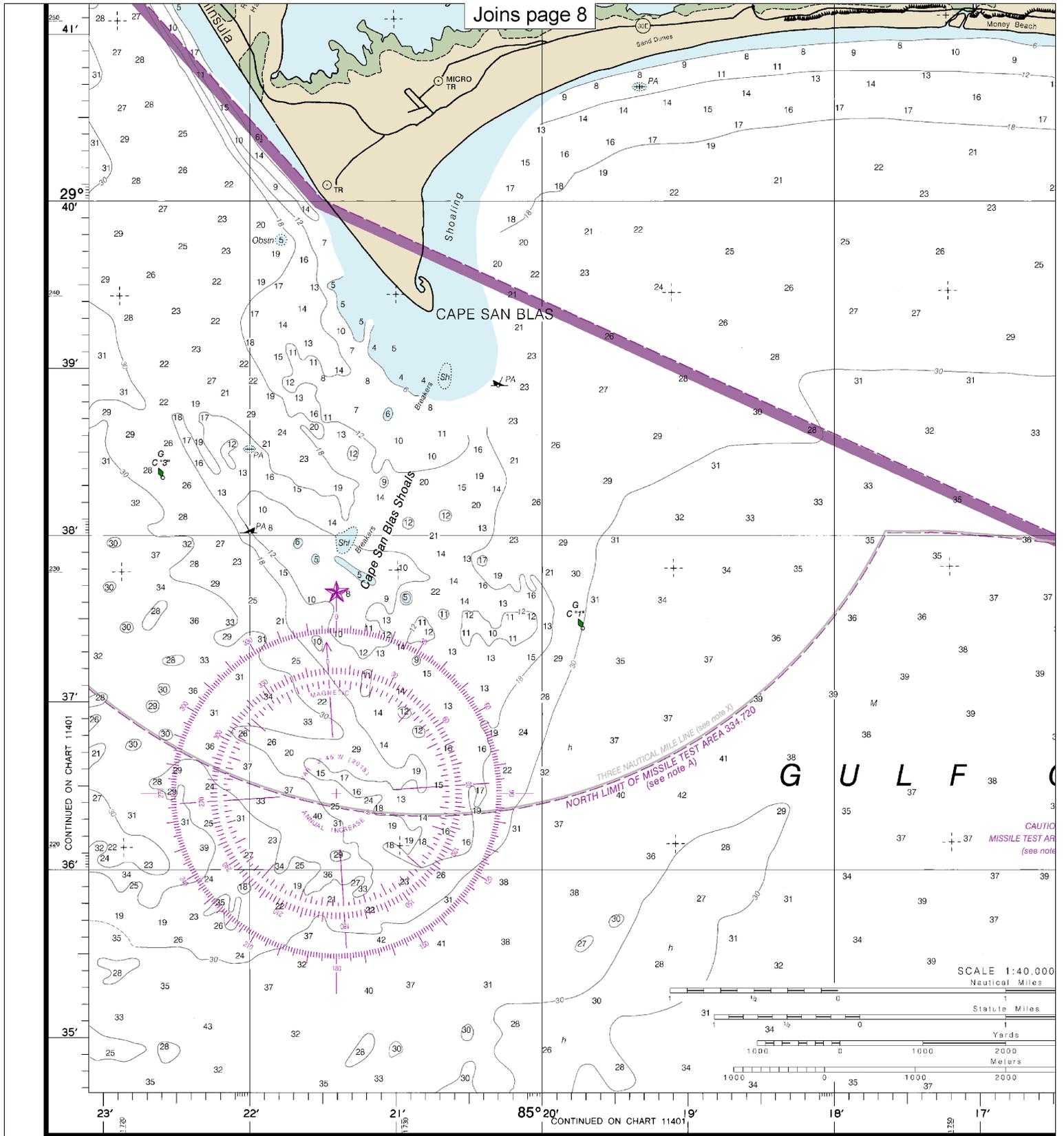
CA

Temporary chart navigation are not in Local Notice to Mariners.

CA

Improved channels subject to shoaling, p





11402

23rd Ed., Jan. 2015. Last Correction: 12/2/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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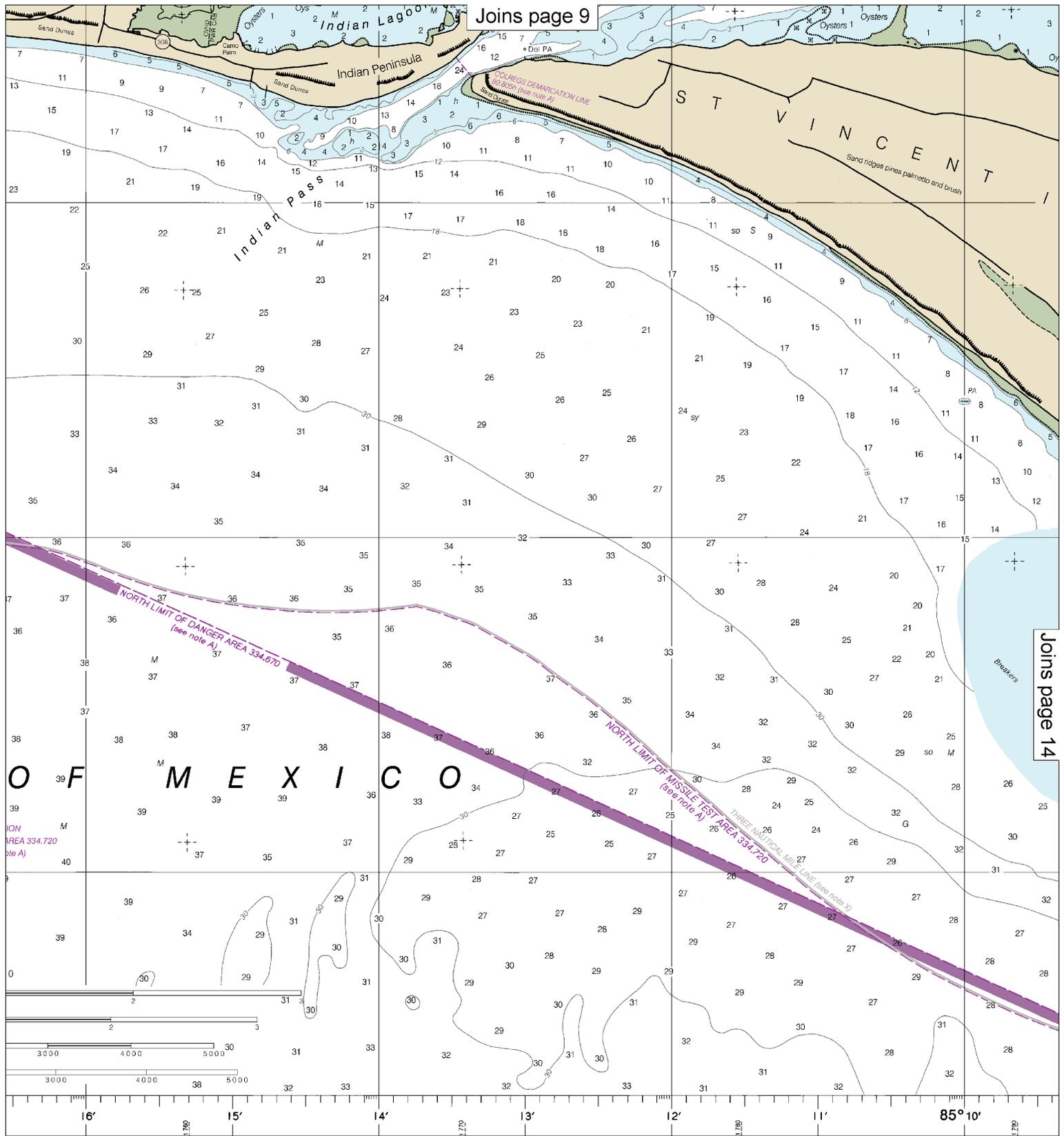
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

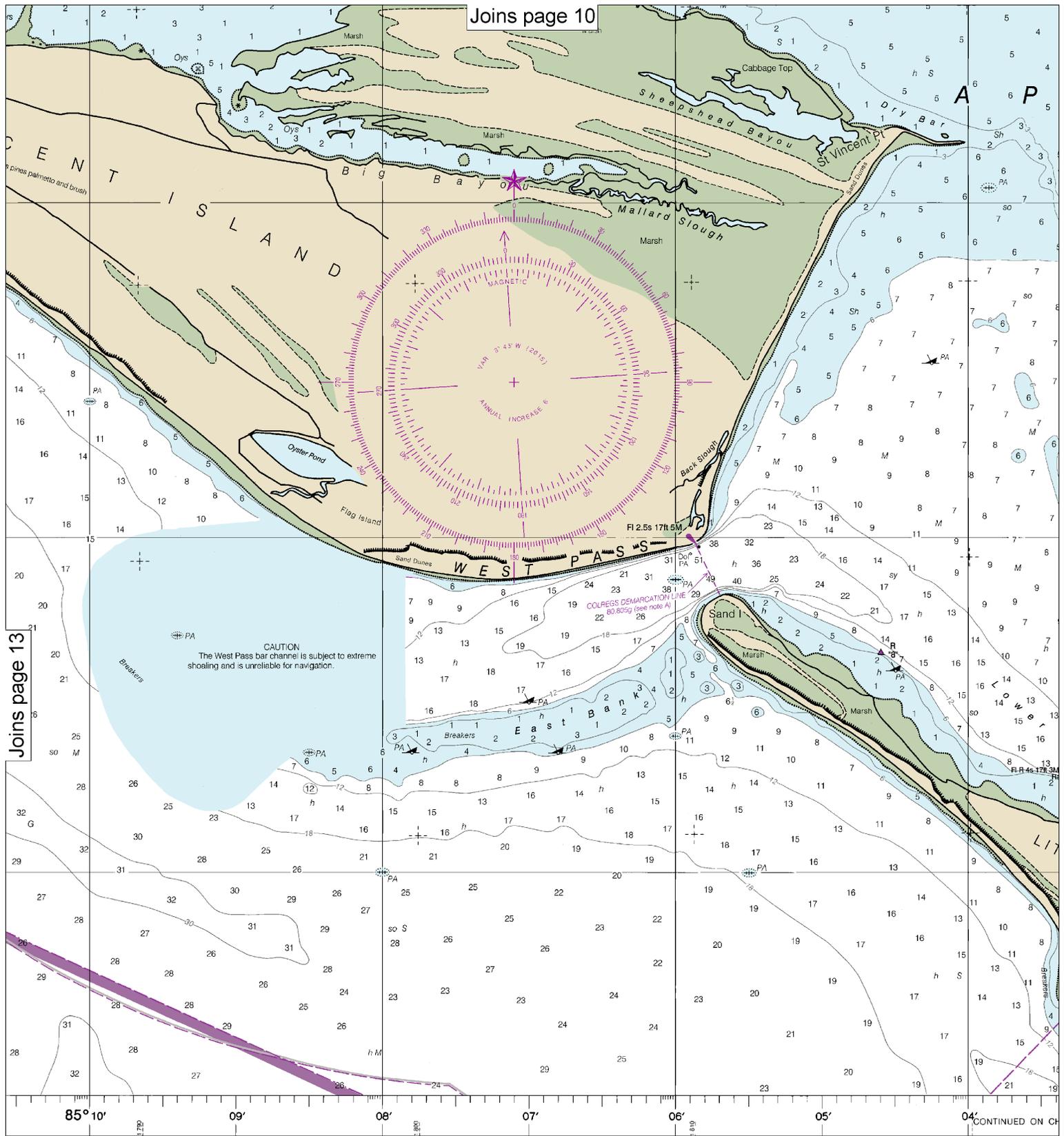
See Note on page 5.





SOUNDINGS IN FEET

Published at Washington, D. C.
 U. S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



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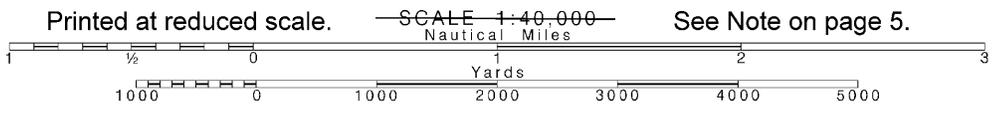
Joins page 13

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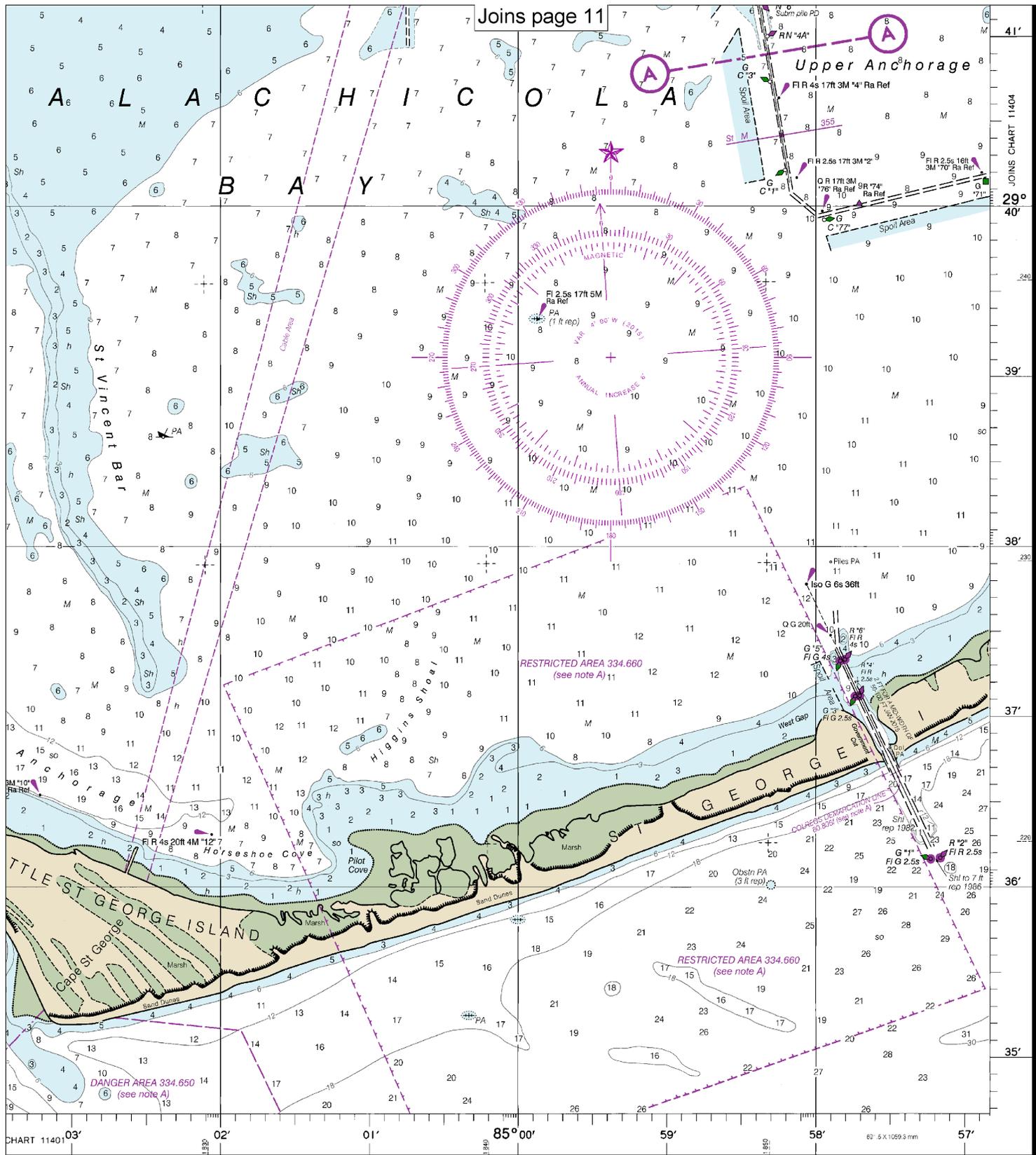
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 U.S. DEPARTMENT OF COMMERCE
 OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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Note: Chart grid lines are aligned with true north.



See Note on page 5.



Apalachicola Bay to Lake Wimico

SOUNDINGS IN FEET - SCALE 1:40,000

11402



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.